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Great Lakes Navigation System FY08 Omnibus Bill Provisions FY09 President's Budget

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Great Lakes Major Challenges

- Reducing/Eliminating Dredging Backlog
- Maintaining System Infrastructure
 - Soo Locks Recapitalization and Modernization Plan
 - Breakwater Repair and Maintenance
- Securing sufficient dredged material disposal capacity (CDFs)
- Construction of new Poe-sized lock



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Great Lakes Dredging Needs

- 17 million cubic yards of dredging backlog
- \$215M needed to eliminate backlog
- Shoaling conditions exacerbated by low water levels
- Groundings have increased - especially in the fall



**American Integrity
Grounding
Muskegon Harbor
September 10, 2007**



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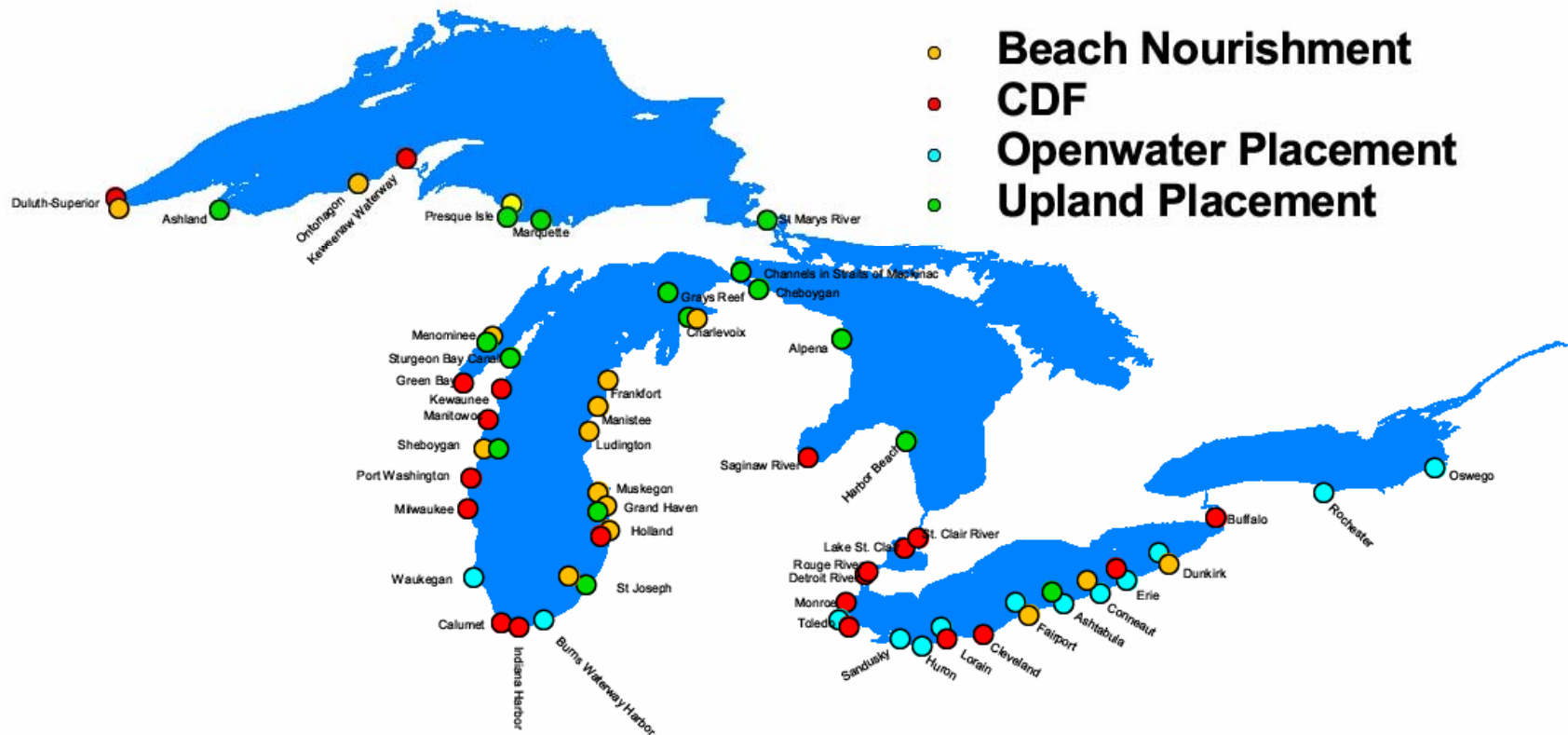
Dredged Material Disposal

Securing sufficient dredged material disposal capacity

- Dredged material from over 40% of Great Lakes harbors must be disposed in confined disposal facilities (CDF)
- There are 20 active CDFs on the Great Lakes; they are more than 80% full.
- A significant investment of nearly \$300M will be required over the next 5 years to meet the CDF needs on the Great Lakes.
- The lack of CDF capacity is restricting maintenance dredging at some locations.



Dredged Material Placement Methods





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Maintaining System Infrastructure

Soo Locks Recapitalization and Modernization

- Six-year plan to re-capitalize and modernize the existing infrastructure of the Soo Locks facility to prevent unscheduled closures and to provide reliable infrastructure through 2035
- Major focus is to improve the efficiency of lock operations and reduce the risks of downtime and vessel delays
- New or upgraded items in Recap include new gates, hydraulics, lock controls, Rock Cut stabilization, and many miscellaneous upgrades





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Maintaining System Infrastructure

Breakwater Repair and Maintenance

- The Great Lakes include 25 of the top 100 harbors in the U.S., and nearly 104 miles of protective Federal navigation structures.
- Nearly a quarter of the structures are over 120 years old, 48% are 100 years old or older, and 75% exceed 60 years of age. More than half have not had major rehabilitation effort in the past 50 years.
- Navigation structure degradation leads to the degradation of the wave climate present within the harbors. This decreases the safety of navigation operations, and can cause vessels to light load to prevent vessel damage when traversing federal project areas.





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New Poe-Sized Lock

- Construction of a second, large replacement lock (same size as the Poe Lock) on the site of the existing Sabin and Davis Locks. The purpose is to have a two lock system that can accommodate the large lake vessels to avoid any disruption of service that might be caused if the existing Poe Lock were not operational for any reason.
- Such a break in service would cause serious problems for industries and companies that rely on shipments of raw material using the 1000-foot vessels.
- WRDA 2007 included a provision for construction of the new lock at full federal expense at a total authorized cost of \$341,714,000 (2007 dollars). Construction could begin as early as 2009 if funding is provided.





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Great Lakes Navigation FY08 Dredging Program

	FY07	FY08 PB	FY08 Omnibus
Maintenance Dredging	20 projects 2.3M cubic yards	22 projects 2.6M cubic yards	53 projects 4.3M cubic yards



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FY08 Omnibus Bill Successes

- Dredging: \$41M commercial, \$6M shallow draft
- Soo Lock Recap: \$3.6M
- Breakwater Contract Repair: \$6.1 M
- CDF Work
 - Indiana Harbor: \$18M
 - Cleveland: \$1.4M
- New Soo Lock E&D: \$2M



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2008 Omnibus Bill

Regional Dredging Provisions

- **Commercial Dredging \$6.544M**
 - Transportation cost savings
 - Relationship among harbors
 - Coordinate with stakeholders
- **Michigan Reprogramming Provision**
- **Lake Superior Small Harbor Dredging \$1.564M**



Additional \$6.5M Dredging Funds

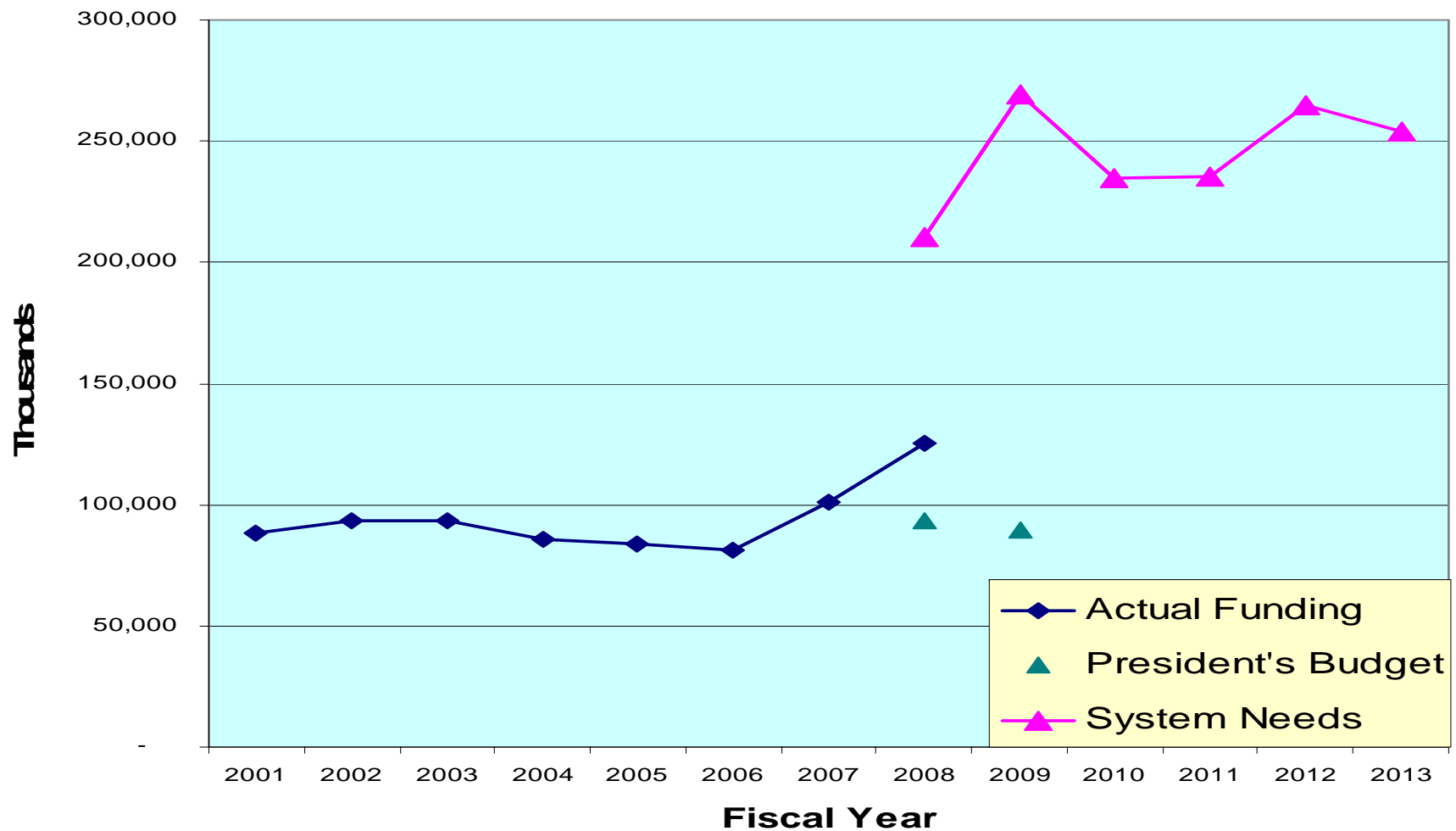
Project	Additional FY08 Funding (dredging) (x1000)
Ashtabula Harbor	\$947
Duluth-Superior Harbor	\$725
Fairport Harbor *	\$900
Huron Harbor	\$807
Monroe Harbor	\$200
Muskegon Harbor	\$200
Oswego Harbor *	\$640
Rouge River	\$600
St Joseph Harbor (Inner)	\$525
St Marys River *	\$1,000
Total	\$6,544

Note * - Fairport, OH; Oswego, NY; and St Marys River, MI were not specifically funded for dredging in FY2008. Additional funds for Ashtabula, OH; Duluth, MN; Huron, OH; Monroe, MI; Muskegon, MI; Rouge River, MI; and St Joseph, MI will be use to augment the named funding in the FY2008 appropriations bill.



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Great Lakes Navigation Funding





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FY09 President's Budget

- Dredging and strike removal: \$40M
- Floating Plant Operations: \$7.5M
- Lock Operation & Maintenance: \$17.8M
- CDFs: \$16M (Indiana Harbor, Cleveland, Rouge, Lorain, Toledo)
- Soo Lock Recap: \$0
- Breakwater Contract Repair: \$0

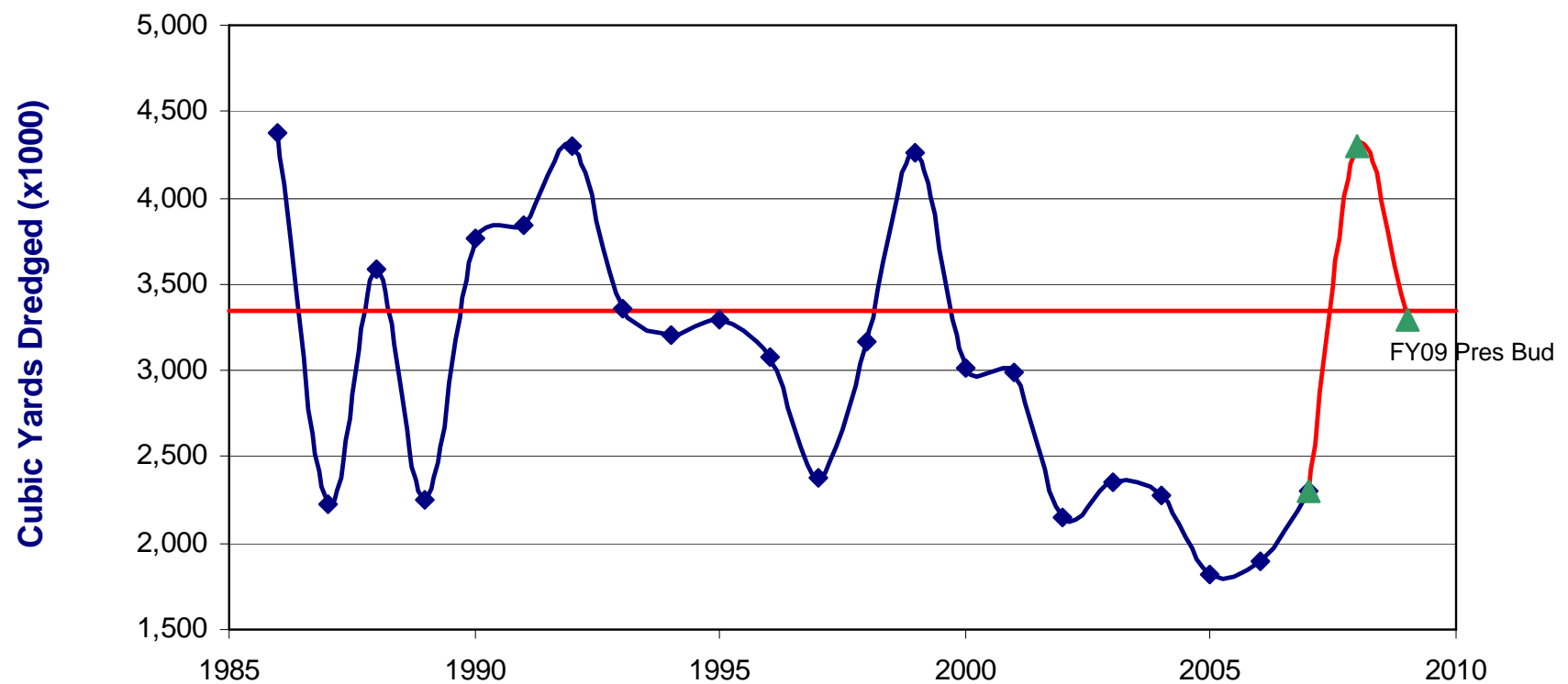
These numbers represent an illustrative distribution of operation and maintenance activities subject to revision during the course of the year, and therefore individual project estimates should not be considered as budget amounts.



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Great Lakes Dredging Trends

Annual Great Lakes Dredging 1986-2009





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Great Lakes System Outlook

- We have made great progress with FY08 Omnibus Bill
- Working together with stakeholders has been very successful; we will continue to explain system requirements and get our message out
- Dredging, disposal capacity, Soo Recap, and New Soo Lock are keys to our success in the next decade



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www.lre.usace.army.mil/cw/cecwb/index.html